



STAFF REPORT SAN CLEMENTE PLANNING COMMISSION

Date: August 5, 2015

PLANNER: Adam Atamian, Associate Planner 

SUBJECT: **Conditional Use Permit 15-106, San Clemente Christian School**, a request to consider a new school facility with 248 students and 26 employees in the Rancho San Clemente Business Park, located at 180 Avenida La Pata.

REQUIRED FINDINGS

Prior to approval of the proposed project, the following findings shall be made. The draft Resolution (Attachment 1) and analysis section of this report provide an assessment of the project's compliance with these findings.

Conditional Use Permit, Section 17.16.060

- a. The proposed use is permitted within the subject zone pursuant to the approval of a Conditional Use Permit and complies with all the applicable provisions of the San Clemente Zoning Ordinance, the San Clemente General Plan, the Rancho San Clemente Specific Plan, and the purpose and intent of the zone in which the use is being proposed.
- b. The site is suitable for the type and intensity of use that is proposed.
- c. The proposed use will not be detrimental to the public health, safety or welfare, or materially injurious to properties and improvements in the vicinity.
- d. The proposed use will not negatively impact surrounding land uses.

BACKGROUND

The applicant currently operates a Christian School in Capistrano Beach, and is seeking to move the school to San Clemente.

The subject property is a 1.6 acre lot with a 23,571 square-foot, two-story building. The building was previously used as office space. The lot is located on the east side of Avenida La Pata, within the Rancho San Clemente Business Park area, between the Heritage Christian Fellowship Church property and the San Clemente Self Storage property. The Bella Collina Golf Course is located behind the subject property. The Rancho San Clemente Specific Plan allows school uses in the Business Park per Section 504.II of the Specific Plan with the approval of a Conditional Use Permit (CUP).

All three of these properties share a main entrance from the street. However, the self-storage site has a separate drive aisle from the church and proposed school sites. The church property and the proposed school property share parking lots, and it is necessary to

drive through the church’s portion to access the school. The church property and the subject property have a reciprocal parking agreement that provides the church the majority of the parking spaces on Sundays and weeknights, and provides the subject property the majority of the parking spaces during daytime business hours. This parking agreement will be discussed in more detail below.

Development Management Team Meeting

The City’s Development Management Team (DMT) reviewed the project on April 30 and June 25, 2015, and supports the use request, subject to the proposed conditions of approval.

Noticing

Public notification was completed in accordance with State Law and Municipal Code regulations. No public comments have been received to date.

PROJECT DESCRIPTION

The applicant proposes to establish a new school facility for children between the grades of kindergarten and 12th grade. The school would occupy the entire building, with a total enrollment of 248 students, and 26 employees. The hours of operation are from 8:00 AM to 4:00 PM, Monday through Friday. The applicant proposes interior modifications to create classrooms, and to make the building compliant with the Building code requirements for school facilities. There are no exterior building or site modifications proposed.

Parking

The subject property includes a parking lot that provides 91 parking spaces. A reciprocal parking agreement with the Heritage Christian Fellowship Church property provides the school site with 37 additional parking spaces, on the church property, between the hours of 7:00 AM and 6:00 PM Monday through Friday. An excerpted copy of this agreement is provided as Attachment 4. The majority of the subject property’s parking is for the use of the church property the rest of the week. Table 1 outlines the parking requirements for the proposed use and how the project is consistent with these standards.

Table 1 – Parking Requirements

Use	Parking Requirement	Occupancy/ Area	Parking Required
Elementary School	One [parking space] per staff, one per 10 students	26 employees, 176 students	44 spaces
High School	One [parking space] per 3 students	72 students	24 spaces
Parking Required			68 spaces
Parking Provided			128 spaces
Parking Surplus			70 spaces

Site Design

The development of this property was approved through Site Plan Permit 98-97. There are no changes proposed to the building's exterior, the site landscaping, or the existing parking circulation. All aspects of the property, including the building, landscaping, and number of parking spaces, comply with the original entitlements and the current development standards.

The school proposes to utilize the rear portion of the lot, on the east and north side of the building, to provide an outdoor recreational area for the students. The size of this area is approximately 7,300 square feet. Images of this area are provided in the site photo log, provided as Attachment 3. To provide an apparatus area, the school proposes to utilize the playground behind the church building next door. Access to this area is provided between the buildings, not in or around the parking lot area. While any agreements for this use of the adjacent property would be between the two property owners, staff has included condition of approval 11 requiring the school to provide this type of facility, whether on the school property or an adjacent property. To ensure safe access for the students, staff has also included condition of approval number 12 to ensure that any access provided to the adjacent property remain outside of any vehicular travel or parking area.

Traffic/Parking

The subject property is accessed from the intersection of Avenida La Pata and Calle Amanecer. During periods of pick-up and drop-off, the large parking lot will provide internal circulation that allows a continuous one-way vehicular movement. The traffic signal at the intersection will maintain orderly vehicle "stacking" on the street. As most vehicles will be entering the site by driving straight from Calle Amanecer, or turning left from Avenida La Pata, waiting drivers will remain in their lanes and out of the intersection. Vehicles exiting the site will then be turning right out of the parking lot onto Avenida La Pata, or driving straight down Calle Amanecer.

Due to the nature of this type of use and how traffic impacts occur at specific times of the day, staff required the applicant to provide a traffic analysis (an excerpt is provided as Attachment 5). The purpose of the traffic analysis is to evaluate potential impacts of the project on the traffic level of service in the surrounding area and whether additional environmental review is necessary. The traffic analysis demonstrates that the project is forecast to generate approximately 615 trips per day, with 201 trips in the a.m. peak hour and 143 trips in the p.m. peak hour, with the existing area having a maximum hourly capacity of 1,600 vehicles per lane. Evaluated for this additional traffic volume, the traffic analysis found that the intersection of Avenida la Pata and Calle Amanecer would remain operating at Level of Service A.

The City's Transportation Engineering division reviewed the traffic analysis to ensure that the traffic calculations were performed appropriately. Based on the results of this analysis, the project has been shown that it would not have the potential to result in a significant impact to the surrounding area. Therefore, no project-related impact would occur with the project as proposed.

PROJECT ANALYSIS

Conditional Use Permit

School facilities are allowed in the Business Park area of the Rancho San Clemente Specific Plan with a Conditional Use Permit (CUP). The purpose of the CUP is to ensure school facilities are compatible with surrounding land uses. The subject property is bordered by Avenida La Pata to the south, a warehousing use to the west, a church use to the east, and a golf course to the north. Staff does not anticipate that these uses will be negatively affected by the presence of a school because the church will generally be closed during school hours, and the storage business and golf course are not high-occupancy business types with conflicting traffic patterns.

Similar approved uses in the Business Park area include the Talega Life Church Preschool with 96 students and 10 staff members, as well as a few group instruction fitness studios with between 18 and 46 students each. No significant issues have been reported with these uses in terms of their land use compatibility with the typical business park uses.

The enrollment and staffing proposed are not expected to have significant adverse traffic or parking impacts on surrounding properties based on the results of the traffic study noted above. For this reason, staff is supportive of the applicant’s request.

To ensure that traffic impacts are minimized in the morning and afternoon, the traffic analysis specifies how the school will stagger the drop-off and pick-up times. The mornings and afternoons will be divided into 15 minutes increments staggered by grade level starting at 8:15 a.m. until 8:45 a.m. for drop-off, and from 3:30 p.m. to 4:00 p.m. for pick-up. Condition of approval number 13 ensures that this schedule is maintained. Condition of approval number 14 provides the City’s Director of Public Works with the authority to require an extended, or additional, staggered drop-off or pick-up schedule if these times prove inadequate to minimize traffic impacts at the intersection.

GENERAL PLAN CONSISTENCY

Table 2 summarizes how the proposed use is consistent with adopted policies outlined in the City of San Clemente General Plan.

Table 2 - General Plan Consistency

Policies and Objectives	Consistency Finding
<i>LU-6.02. New Private and Non-profit Uses.</i> We allow compatible private and nonprofit recreation, cultural, educational, institutional, and health and social services and other similar uses in areas designated for commercial or business park uses.	Consistent. The proposed school use is compatible with surrounding land uses within the Rancho San Clemente Business Park area.

Policies and Objectives	Consistency Finding
<p><i>PSFU-1.01. Educational Partners.</i> We partner with public and private schools, other public agencies, nonprofit organizations, and businesses throughout the region to expand and promote the range and quality of educational offerings available to the community.</p>	<p>Consistent. The proposed use provides a unique and convenient educational facility for the residents of San Clemente and the south Orange County region.</p>

ENVIRONMENTAL REVIEW/COMPLIANCE (CEQA):

The Planning Division completed an environmental assessment for the project in accordance with the California Environmental Quality Act (CEQA). Staff recommends the Planning Commission determine this request is categorically exempt from CEQA as a Class 1 exemption pursuant to CEQA Guidelines Section 15301. The request is a negligible expansion of a use within an existing building.

ALTERNATIVES; IMPLICATIONS OF ALTERNATIVES

1. The Planning Commission can concur with staff and approve CUP 15-106.

This is the recommended action. It would result in allowing the establishment of a school with an enrollment of 248 students and 26 staff members.

2. The Planning Commission can, at its discretion, add, modify or delete provisions of the proposed project or conditions.

The Planning Commission could add or modify conditions of approval that may affect enrollment, hours of operation, school operations, etc.

3. The Planning Commission can deny CUP 15-106.

This action would not allow the applicant to establish a school facility and could result in the applicant filing an appeal with the City Council.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission approve CUP 15-106, San Clemente Christian School, a request to consider a new school facility with 248 students and 26 employees, subject to the attached Resolution and Conditions of Approval.

Attachments:

1. Resolution No. PC 15-034
Exhibit 1 – Conditions of Approval
2. Location Map
3. Site Photo Log
4. Reciprocal Parking Agreement, excerpted
5. Traffic Analysis, excerpted

RESOLUTION NO. PC 15-034

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF SAN CLEMENTE, CALIFORNIA, APPROVING CONDITIONAL
USE PERMIT 15-106, SAN CLEMENTE CHRISTIAN SCHOOL,
ALLOWING A NEW SCHOOL FACILITY LOCATED AT
180 AVENIDA LA PATA**

WHEREAS, on April 6, 2015, an application was submitted, and deemed complete on July 1, 2015, by Dr. Nicky Magnuson, 25975 Domingo Avenue, Capistrano Beach, CA 92624, to allow a new school with 248 students and 26 staff members located at 180 Avenida La Pata in the Business Park of the Rancho San Clemente Specific Plan. The legal description is Lot 2, of Tract 15057, Assessor's Parcel Number 688-161-07; and

WHEREAS, the City's Development Management Team (DMT) reviewed the application for compliance with the General Plan, Zoning Ordinance, Rancho San Clemente Specific Plan, and supported the project subject to the attached conditions of approval; and

WHEREAS, the Planning Division completed an environmental assessment for the project in accordance with the California Environmental Quality Act (CEQA). Staff recommends the Planning Commission determine this request is categorically exempt from CEQA as a Class 1 exemption pursuant to CEQA Guidelines Sections 15301 because the project consists of a commercial use in an existing commercial facility with no expansion of use; and

WHEREAS, on August 5, 2015, the Planning Commission held a duly noticed public hearing and considered evidence and testimony presented by City staff, the applicant and other interested parties.

NOW, THEREFORE, the Planning Commission of the City of San Clemente hereby resolves as follows:

Section 1: The Planning Commission determines the request is categorically exempt from CEQA as a Class 1 exemption pursuant to CEQA Guidelines Sections 15301 because the project consists of a commercial use in an existing commercial facility with no expansion of use.

Section 2: With regard to Conditional Use Permit (CUP) 15-106, the Planning Commission finds as follows:

- A. The proposed use of the preschool is permitted within the Business Park portion of the Rancho San Clemente Specific Plan. The proposed use complies with all the applicable development standards of the Rancho San Clemente Specific Plan. The project conforms to the purpose and intent of the Business Park area by providing an educational service use that promotes a balanced community integrated with the residential areas. The project meets the goals and objectives of the San Clemente General Plan

because it is a private school that expands and promotes the range and quality of educational offerings available to the community.

- B. The site is suitable for the type and intensity of use that is proposed. The existing site and building comply with all applicable development standards, such as the Floor Area Ratio requirements of the Rancho San Clemente Specific Plan. The surrounding land uses will not be negatively affected by the proposed school use, in that none of the surrounding properties have high occupancy uses that the proposed use will conflict with in terms of parking or traffic. The attached conditions of approval limit the occupancy of the site to ensure the use maintains compliance with the parking requirements.
- C. The proposed use will not be detrimental to the public health, safety or welfare, or materially injurious to properties and improvements in the vicinity as the proposal meets the development standards, and will be built according to all applicable building, fire and safety codes.
- D. The proposed use will not negatively impact surrounding land uses, in that any noise generated by the school is not anticipated to negatively affect the operations of surrounding businesses. This is because the sound will either be inaudible to the users of neighboring properties, the neighboring uses are not noise-sensitive uses, or the neighboring use's hours of operation do not overlap the proposed school's hours of operation. The project is conditioned to require the applicant to eliminate any traffic issues that arise.

Section 3: The Planning Commission of the City of San Clemente hereby approves Conditional Use Permit 15-106, San Clemente Christian School, allowing a new school located at 180 Avenida La Pata, subject to the above Findings and attached Conditions of Approval.

PASSED AND ADOPTED at a regularly scheduled meeting of the Planning Commission of the City of San Clemente on August 5, 2015.

Chair

TO WIT:

I HEREBY CERTIFY that the forgoing resolution was duly adopted at a regular meeting of the Planning Commission of the City of San Clemente on August 5, 2015, and carried by the following roll call vote:

AYES: COMMISSIONERS:
NOES: COMMISSIONERS:
ABSTAIN: COMMISSIONERS:
ABSENT: COMMISSIONERS:

Secretary of the Planning Commission

EXHIBIT 1

CONDITIONS OF APPROVAL*
Conditional Use Permit 15-106
San Clemente Christian School

1. The applicant or the property owner or other holder of the right to the development entitlement(s) or permit(s) approved by the City for the project, if different from the applicant (herein, collectively, the "Indemnitor") shall indemnify, defend, and hold harmless the City of San Clemente and its elected city council, its appointed boards, commissions, and committees, and its officials, employees, and agents (herein, collectively, the "Indemnitees") from and against any and all claims, liabilities, losses, fines, penalties, and expenses, including without limitation litigation expenses and attorney's fees, arising out of either (i) the City's approval of the project, including without limitation any judicial or administrative proceeding initiated or maintained by any person or entity challenging the validity or enforceability of any City permit or approval relating to the project, any condition of approval imposed by City on such permit or approval, and any finding or determination made and any other action taken by any of the Indemnitees in conjunction with such permit or approval, including without limitation any action taken pursuant to the California Environmental Quality Act ("CEQA"), or (ii) the acts, omissions, or operations of the Indemnitor and the directors, officers, members, partners, employees, agents, contractors, and subcontractors of each person or entity comprising the Indemnitor with respect to the ownership, planning, design, construction, and maintenance of the project and the property for which the project is being approved. The City shall notify the Indemnitor of any claim, lawsuit, or other judicial or administrative proceeding (herein, an "Action") within the scope of this indemnity obligation and request that the Indemnitor defend such Action with legal counsel reasonably satisfactory to the City. If the Indemnitor fails to so defend the Action, the City shall have the right but not the obligation to do so and, if it does, the Indemnitor shall promptly pay the City's full cost thereof. Notwithstanding the foregoing, the indemnity obligation under clause (ii) of the first sentence of this condition shall not apply to the extent the claim arises out of the willful misconduct or the sole active negligence of the City. *[Citation – City Attorney Legal Directive/City Council Approval June 1, 2010]* (PIng.)_____
2. Thirty (30) days after project approval, the owner or designee shall submit written consent to all of these imposed conditions of approval to the Community Development Director or designee. *[Citation – City Attorney Legal Directive]* (PIng.)_____
3. Prior to the issuance of building permits, the owner or designee shall include within the first four pages of the working drawings a list of all conditions of approval imposed by the final approval for the project. *[Citation – City Quality Assurance Program]* (PIng.)_____ (Bldg.)_____

4. The owner or designee shall operate the approved preschool in conformance with the floor plan, site plan, landscaping plan and any other applicable submittals approved by the Planning Commission on August 5, 2015. Any deviation from the approved floor plan or other approved submittal shall require the owner or designee to submit modified plans and any other applicable materials as required by the City for review and approval of the City Planner or designee. If the City Planner or designee determines that the deviation is significant, the owner or designee shall be required to apply for review and obtain the approval of the Zoning Administrator or Planning Commission, as appropriate. (PIng.)_____
5. Prior to issuance of certificate of occupancy, the project shall be develop in conformance with the site plan, floor plans, elevations, details, and any other applicable submittals approved by the Planning Commission on August 5, 2015, subject to the Conditions of Approval.

Any deviation from the approved site plan, floor plans, elevations, details, or other approved submittal shall require that the owner or designee submit modified plans and any other applicable materials as required by the City for review and obtain the approval of the City Planner or designee. If the City Planner or designee determines that the deviation is significant, the owner or designee shall be required to apply for review and obtain the approval of the Zoning Administrator. *[Citation - Section 17.12.180 of the SCMC]* (PIng.)_____
6. Conditional Use Permit (CUP) 15-106 shall become null and void if the use is not commenced within three (3) years from the date of the approval thereof. Since the use requires the issuance of a building permit, the use shall not be deemed to have commenced until the date that the building permit is issued for the development. *[Citation - Section 17.12.150.A.1 of the SCMC]*
7. The owner or designee shall have the right to request an extension of CUP 15-106 if said request is made and filed with the Planning Division prior to the expiration date as set forth herein. The request may be subject to review and approval by the final decision making authority that ultimately approved or conditionally approved the original application. *[Citation - Section 17.12.160 of the SCMC]* (PIng.)_____
8. Signage is not part of this review. Any signage for this proposed development shall require the owner or designee to submit for review and obtain approval of an Administrative Sign Permit or Master Sign Program in accordance with the City's Sign Ordinance. *[Citation - Section 17.16.240.D& 17.16.250.D of the SCMC]* (PIng.)_____
9. Window and banner signage is not part of this review. Window or banner signage shall comply with Zoning Ordinance Table 17.84.030A & Section 17.84.030(H), and any applicable Master Sign Programs. *[Citation - Section 17.16.240.D of the SCMC]* (Code Enforce.)_____ (PIng.)_____

10. To ensure compliance with the parking requirements and to avoid an adverse impact to the surrounding businesses, the applicant shall not have more than 26 staff members, including the director and all employees, and 248 students, or any combination thereof at any given time at the school, including in any playground areas, which would exceed a total parking requirement of 68 parking spaces, based on the following parking requirements: 1 space per staff member and 1 space per 10 students in grades K-9, and 1 space per 3 students in grades 10-12. ■■ (PIng.)_____
11. The school owner or operator shall provide at least one (1) 1,000 square foot apparatus playground area. This apparatus playground area may be located on-site, or on an adjacent property, pending written approval from adjacent property owner. In the event the school decides to construct a new apparatus playground area on the school property, the school owner or operator shall be required to obtain any and all necessary permits prior to the construction of any new structures. ■■ (PIng.) _____
12. In the event that the school owner or operator secures access to an off-site outdoor recreation area, such as the one behind the building located at 190 Avenida La Pata, from an adjacent property owner, the school owner or operator shall provide access and a pathway for the students and school employees that does not cross vehicular access areas or any portion of a parking lot. If this access is not currently provided, or requires site modifications to provide it in compliance with this condition, the school owner or operator shall be required to obtain any and all necessary permits prior to the use of said outdoor recreation area. ■■ (PIng.) _____
13. The applicant shall stagger drop-off and pick-up times by grade level starting at 8:15 a.m. up until 8:45 a.m. for drop-off and from 3:30 p.m. to 4:00 p.m. for pick-up, as outlined in the projects traffic study and shall ensure that parking lot circulation follows the pattern shown in Exhibit 9 of the Traffic Analysis submitted by KOA Corporation on July 28, 2015. If the Director of Public Works determines that these staggered pick-up and drop-off times do not adequately reduce traffic impacts to Avenida La Pata or Calle Amanecer, additions or extensions to the pick-up and/or drop-off times may be required by the City. ■■ (Transp. Eng.)(PIng.)_____
14. In the event that traffic or parking become an issue on the site, as determined by the Community Development Director, or on Avenida La Pata, as determined by the Director of Public Works, the school operator shall adjust the pick-up and drop-off schedule, or use other best management practices, as determined by the City Planner, to eliminate the problem. ■■ (PIng.)_____
15. The school shall ensure all outdoor recreational uses will be restricted to the areas specified on the plans reviewed by the Planning Commission on August 5, 2015 and only times of normal school operations. Any additional outdoor recreational area structures the school owner or operator proposes to provide in the future must be reviewed by the City Planner, or designee, and approved with a Staff Waiver of

- a Minor Architectural Permit. ■■ (PIng.)_____
- 16. The school shall only operate on weekdays (Monday through Friday) from 7:00 AM to 6:00 PM ■■ (PIng.) _____
- 17. The school may have occasional special events related to the school such as back to school nights, graduation ceremonies, parent’s nights, etc. with the prior approval of the City Planner or designee and the Heritage Christian Fellowship Church, or any subsequent reciprocal parking agreement easement holder. Any special activities outside the normal business operations of a school may require a Special Activities Permit, as determined by the City Planner. ■■ (PIng.) _____
- 18. The property owner or school operator shall maintain all landscaped areas as shown on the approved landscape plans that were included in Site Plan Permit 98-97 in an orderly, attractive and healthy condition. This shall include proper pruning, mowing of turf areas, weeding, removal of litter, fertilization, replacement of plants when necessary, and the regular application of appropriate quantities of water to all landscaped areas. The property owner or school operator shall maintain all irrigation systems as approved on the final landscape plans in proper operating condition. Waterline breaks, head/emitter ruptures, overspray or runoff conditions and other irrigation system failures shall be repaired immediately. *[Citation - Section 17.68.060.A&B of the of the SCMC]* ■ (PIng.)_____
- 19. A separate Building Permit is required. Plans to construct new building, add or alter the existing building configuration, change in use, add or alter structural, mechanical, electrical or plumbing features of the project must be reviewed and approved through a separate building plan check / permit process. *[S.C.M.C – Title 8 – Chapter 8.16- Fire Code, Title 15 Building Construction - Chapters 15.08, 15.12, 15.16, 15.20]* (Bldg.)_____
- 20. Project has not been reviewed for Building Code compliance. Prior to issuance of building permits, code compliance will be reviewed during building plan check. *[S.C.M.C – Title 8 – Chapter 8.16- Fire Code, Title 15 Building Construction - Chapters 15.08, 15.12, 15.16, 15.20]* (Bldg.)_____
- 21. Prior to issuance of building permits, applicant shall secure all utility agencies approvals for the proposed project. *[S.C.M.C – Title 15 Building Construction]* (Bldg.)_____
- 22. Building permits shall not be issued unless the project complies with all applicable codes, ordinances, and statutes including, but not limited to, the Zoning Ordinance, Grading Code, Security Ordinance, Transportation Demand Ordinance, Water Quality Ordinance, Title 24 of the California Code of Regulations as adopted by the City including, but not limited to the California Administrative, Building, Electrical, Plumbing, Mechanical, Energy, Green, and Fire Codes. *[S.C.M.C – Title 8 – Chapter 8.16 – Fire Code, Title 15 Building and Construction Chapters 15.08, 15.12, 15.16, 15.20, 15.21, Title 16 Subdivisions, Title 17 Zoning]* (Bldg.)_____

23. Prior to the issuance of building permits, the owner or designee shall submit plans that identify the intended use of each building or portion of building and obtain approval of the Building Official. *[S.C.M.C – Title 15 – Chapter 15.08]* (Bldg.)_____

24. Prior to the issuance of building permits, the owner or designee shall pay all applicable development fees in effect at the time, which may include, but are not limited to, Regional Circulation Financing and Phasing Program (RCFPP), park acquisition and development, water and sewer connection, drainage, Public Facility Construction, transportation corridor, Avenida La Pata Supplemental Road Fee and school fees, etc. *[S.C.M.C. – Title 15 Building and Construction, Chapters 15.52, 15.56, 15.60, 15.64, 15.68, 15.72]* (Bldg.)_____

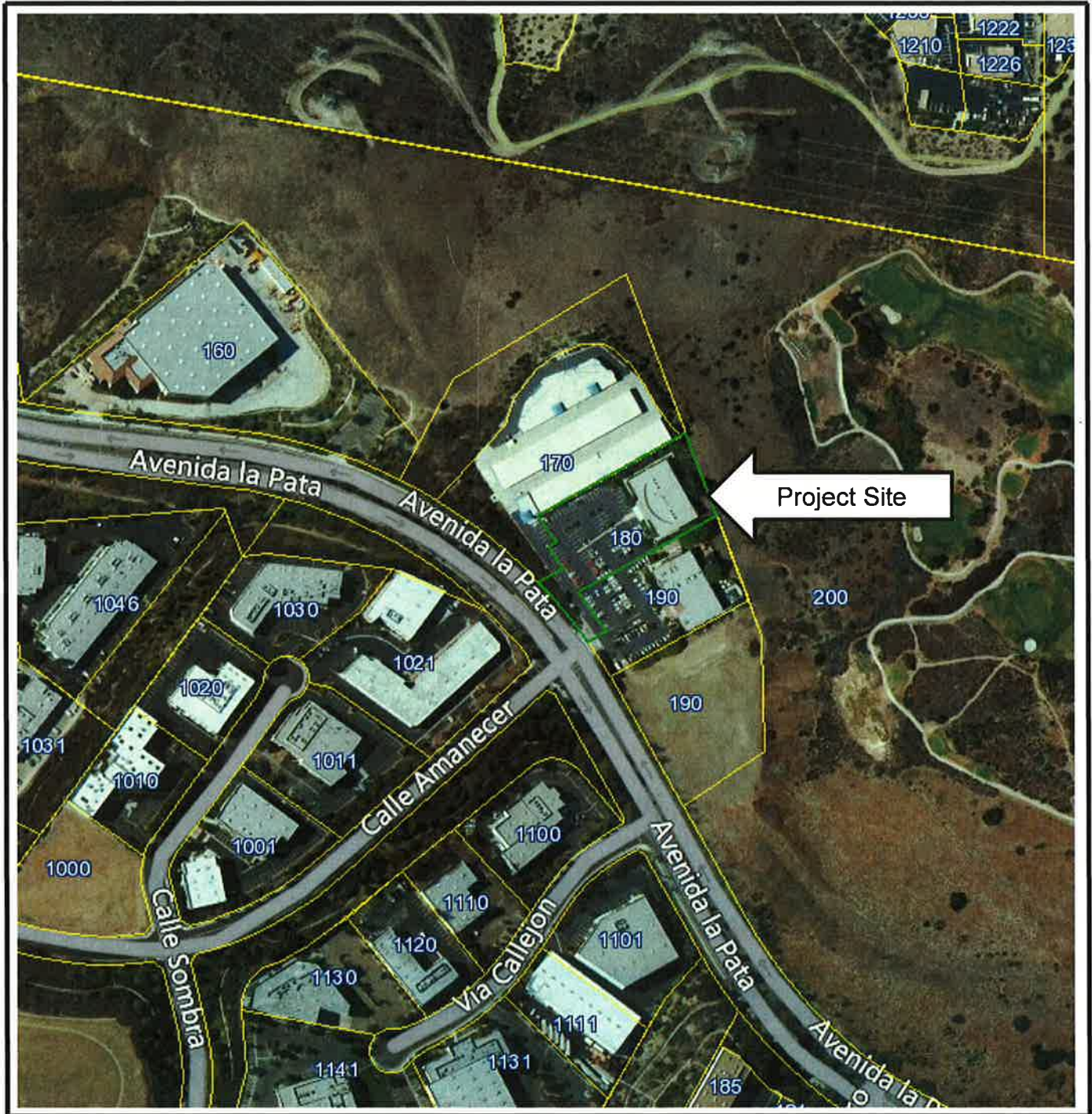
* All Conditions of Approval are standard, unless indicated as follows:

- Denotes a modified standard Condition of Approval
- ■ Denotes a Project specific Condition of Approval



LOCATION MAP

Conditional Use Permit 15-106, San Clemente Christian School
180 Avenida La Pata.



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180 AVENIDA LA PATA
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architecture | planning | Interiors

graphics | civil engineering



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PHOTOGRAPHIC LOCATION MAP

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180 AVENIDA LA PATA | SAN CLEMENTE, CA

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180 AVENIDA LA PATA | SAN CLEMENTE, CA

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PHOTOGRAPHIC LOCATION MAP

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180 AVENIDA LA PATA | SAN CLEMENTE, CA

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PHOTOGRAPHIC LOCATION MAP

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PHOTOGRAPHIC LOCATION MAP

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PHOTOGRAPHIC LOCATION MAP

SAN CLEMENTE CHRISTIAN SCHOOL
180 AVENIDA LA PATA | SAN CLEMENTE, CA

WARE MALCOMB

IRV15-6011-00
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PLEASE COMPLETE THIS INFORMATION

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AND WHEN RECORDED MAIL TO:

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San Clemente
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Gary L. Granville, Clerk/Recorder

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THIS SPACE FOR RECORDER'S USE ONLY

TITLE OF DOCUMENT: Declaration of Shared Parking
Easement and Agreement.

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THIS PAGE ADDED TO PROVIDE ADEQUATE SPACE FOR RECORDING INFORMATION
(Additional recording fee applies)

DECLARATION OF SHARED PARKING EASEMENT AND AGREEMENT

THIS DECLARATION OF SHARED PARKING EASEMENT AND AGREEMENT (Declaration) is made this 17th day of March 1999, by and between Cristianitos Community Church DBA: Heritage Christian Fellowship ("Heritage") and Don Mealing, A.C.C.S. ("ACCS").

- A. Heritage is the owner of the certain improved real property, located in the City of San Clemente, County of Orange, State of California, more particularly described in Exhibit "A" attached hereto and incorporated herein (hereafter "Lot 1").
- B. ACCS is the owner of certain improved real property, contiguous to Lot 1, located in the City of San Clemente, County of Orange, State of California, more particularly described in Exhibit "A" attached hereto and incorporated herein (hereafter, "Lot 2").
- C. Heritage and ACCS are parties to a shared parking agreement, described in Resolution No. PC 98-20, Conditions of Approval Time Extension for Conditional Use Permit 95-81 Cristianitos Community Church, (the "City Approval"), as well as PC #99-02 SSP98-97 affecting certain real property, Lot 1 and Lot 2, located in the City of San Clemente, County of Orange, State of California.
- D. It is the intent and purpose of this declaration to provide for the exclusive use of the parking areas of Lot 2 for the benefit of Lot 1 during the hours from 6:00 p.m. to 7:00 a.m. each Monday through Friday and all day Saturdays, Sundays, and Federal and State holidays. It is the intent and purpose of this Declaration to provide for the exclusive use of the parking areas of Lot 1 for the benefit of Lot 2 during the hours from 7:00 a.m. to 6:00 p.m. each Monday through Friday. The purpose of the easement is for the benefit of Lot 2 to provide for the nonexclusive use of the driveways of Lot 1 for the use and patrons and employees of ACCS and or it's tenants,
- E. The City has real property interests in various streets, sidewalks and other property within the City that is adjacent to the property covered by this Declaration, and the City is responsible for the planning and development of land within the city in such a manner as to provide for the health, safety and welfare of the residents of the city. The parties are aware that in exchange for the City's conditional approval of the development of the church, embodied in Resolution No. PC 98-20 entitled Conditions of Approval Time Extension for Conditional Use Permit 95-81 Cristianitos Community Church, (the "City Approval"), the City has required Heritage, the owner of the Lot 1 to enter into a shared parking agreement with the owners of certain adjacent properties situated within 300 feet of church property for the use of off-site parking spaces. In order to satisfy this condition, the parties have agreed to hold, sell and convey the properties covered by this Declaration subject to the covenants, conditions, restrictions and reservations set forth herein, and that the City shall have the right and power to enforce the covenants, conditions, restrictions and reservations set forth herein.

NOW, THEREFORE, the under signed parties, for value received, receipt of which is hereby acknowledged, and for the mutual promises and covenants performed and to be performed as set forth below, do hereby agree and declare as follows:

- Easement for the Benefit of Lot 1:** ACCS, as owner of Lot 2, does hereby grant and convey to Heritage, as owner of Lot 1, and to its successors in interest, transferees, heirs and assigns, a exclusive easement in perpetuity for ingress, egress, and parking purposes (specifically 87 parking spaces on Lot 2,) over, across and upon Lot 2 for use by Lot 1. The use of any spaces on Lot 2 exceeding 87 shall be unrestricted by this agreement. The uses conferred by said easement on Lot 2 for the benefit of Lot 1 shall be restricted to the following time periods - from 6:00 p.m. to 7:00 a.m. Monday through Friday, and all day Saturdays, Sundays, and Federal and State holidays. On Monday through Friday, between 7:00 a.m. And 6:00 p.m.
- Easement for the Benefit of Lot 2:** Heritage, as owner of Lot 1, does hereby grant and convey to ACCS, as owner of Lot 2, and to its successors in interest, transferees, heirs and assigns a exclusive easement in perpetuity for ingress, egress and parking

purposes (specifically 37 parking spaces), over, across, and upon Lot 1 for use by Lot 2. The uses conferred by said easement on Lot 1 for the benefit of Lot 2 shall be restricted to the following time periods, Monday through Fridays from 7:00 a.m. to 6:00 p.m.

3. Agreement Between ACCS, Heritage and City: In exchange for the granting of the City Approval, the parties agree to hold, sell and convey the properties covered by this Declaration subject to the covenants, conditions, restrictions and reservation contained herein. The City shall have the right and power to enforce the covenants, conditions, restrictions and reservations contained in this Declaration against all persons having any right, title or interest in the properties covered by this Declaration, or any part thereof, their heirs, successors-in-interest, transferees and assigns.

4. Binding Effect: Each party agrees that every sale, transfer, and conveyance of the real property described herein as Lots 1 and 2, or any portion thereof, including any transfer by operation of law, shall at all times be subject to and enjoy the benefits of the provisions of this Declaration.

5. Redesign of Parking Spaces: ACCS may, notwithstanding the terms of this Declaration, at any time change the parking configuration and location of parking spaces and drive access on Lot 2 to conform to any subsequent redesign or improvement plan, including without limitation any redesign, remodel, repair or partial or total replacement of the structures or buildings located on Lot 2, provided that the number of parking spaces on Lot 2 used by Heritage (87 parking spaces) is not reduced and that access from Lot 2 to Lot 1, and access from Lot 1 to Lot 2 is preserved. Likewise, Heritage may, notwithstanding the terms of this Declaration, at any time change the parking configuration and location of parking spaces and drive access on Lot 1 to conform to any subsequent redesign or improvement plan, including without limitation any redesign, remodel, repair, or partial or total replacement of the structures or buildings located on Lot 1, provided that the number of parking spaces on Lot 1 used by ACCS (37 parking spaces) is not reduced and that access from Lot 2 to Lot 1, and access from Lot 1 to Lot 2 is preserved. Any change or redesign of the parking areas or driveways of either Lot 1 or Lot 2 shall be in compliance with all City ordinances and shall be subject to the prior approval of the City, which may impose conditions on such approval.

6. Quiet Enjoyment: ACCS, and Heritage, shall peaceably and quietly have, hold, use and enjoy the easement rights granted to Heritage under this Declaration, without hindrance, obstruction, or interference with such quiet use and enjoyment, and neither party shall take any action that will hinder, obstruct, or interfere with the intended usage and quiet enjoyment conferred hereunder. In the event of any breach of the provisions of this paragraph by either party, the other party, their successors in interest, transferees, heirs, assigns, and the City of San Clemente, shall have all rights and remedies afforded by law or equity, including without limitation the right to injunctive relief or specific performance.

Notwithstanding the prior paragraphs, both ACCS and Heritage agree to maintain and keep in force general liability insurance (\$2,000,000 minimum), protecting each other from claims from personal injury or property damage that may occur by each parties respective uses of the other parties parking spaces, and further agree to hold the other party harmless from any cause of action that may arise from said use. Both parties will exchange insurance certificates showing the other party named as "additional insured" at or above the amount of coverage as stated above.

Additionally, both ACCS and Heritage agree to provide proper maintenance of the parking areas while in their use, Heritage agrees to have Lot 2 parking area cleaned and free of debris that may be generated by it's patrons prior to the parking areas use by ACCS. ACCS agrees to have Lot 1 parking area cleaned and free of debris that may be generated by it's patrons prior to the parking area use by Heritage. Should proper maintenance not be provided by either party, upon a 5 days written notice, proper maintenance will be provided by an outside source and the funding shall be born by the party not adhering to this agreement.

In addition to the regular maintenance and clean up, both parties agree to set aside adequate funds to complete resurfacing and restriping as necessary (interval of 2 years for restriping and 5 years for resurfacing upon agreement of the parties) at 60% cost to ACCS and 40% cost to the church.



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July 28, 2015
B53102

Tom Frank
Transportation Engineering Manager
910 Calle Negocio
San Clemente, CA 92673

SUBJECT: SAN CLEMENTE CHRISTIAN SCHOOL PROJECT- TRAFFIC ANALYSIS

Dear Mr. Frank:

KOA Corporation has prepared this letter to evaluate the traffic-related impacts associated with the proposed San Clemente Christian School project in the City of San Clemente, located on the east side Avenida La Pata at the intersection of Calle Amanecer. A vicinity map for the project area is provided on Exhibit 1. This analysis will evaluate the potential impacts of the proposed project on the peak hour operate of one intersection. This analysis will also identify mitigation measures needed to address significant impacts, if any, associated with the project.

PROJECT DESCRIPTION

The project site is located on the east side of Avenida La Pata, taking access off of Calle Amanecer. A copy of the architectural site plan for the project is shown on Exhibit 2.

This property currently has a self-storage facility, the Heritage Christian Fellowship Church and an empty building. The building is currently 23,571 square feet and San Clemente Christian School will occupy 21,283 square feet. The building is currently zoned for B occupancy and is being proposed for E occupancy. The school will offer grades kindergarten through high school. By the year 2018 the school will serve a maximum of 248 students ages 5 through 18. Faculty consists of teachers, administrators and support staff for a total of 26 employees. The project will provide a total of 143 standard stalls and 6 existing ADA stalls with 1 proposed ADA van stall for a total of 150 stalls.

The hours of operation will be from 8am to 4pm, Monday through Friday; however, the academic school day will begin at 8:30 am. Students will be dropped off between 8:15-8:30 am. The elementary school will be dismissed at 3:00 and middle and high school at 3:30. The schools in the vicinity begin their school day at 7:45 a.m. and dismiss at 2:05 p.m. This is important to note from a traffic related standpoint because the local elementary schools and high school begin their school day anywhere from 30 to 45 minutes prior to the proposed school and are also dismissed anywhere from 50 to 60 minutes prior.

The proposed location is removed from major businesses and schools. Primary access will be provided via a signalized, full-movement intersection on Calle Amanecer and Avenida La Pata. Avenida Pico which allows multiple access points at a local and regional level.

ANALYSIS METHODOLOGY

This traffic study includes documentation of Existing Conditions, analysis of near-term cumulative traffic conditions, and identification of project-related impacts. The analysis for this study will use traffic data collected in June, 2015. The project build-out analysis year has been established as Year 2018. This traffic impact study will address Near-Term traffic conditions for the following analysis scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Existing Plus Project Plus Cumulative Conditions

Exhibit I – Vicinity Map



PROJECT STUDY AREA

The proposed project will generate additional weekday peak hour trips that may affect intersections in the immediate area. At the direction of City of San Clemente staff, the following intersection has been included in the analysis to determine the impact to the intersection in the vicinity of the project site:

- Avenida La Pata and Calle Amanecer

INTERSECTION ANALYSIS METHODOLOGY

In accordance with the City of San Clemente policies, traffic impact analysis is performed using the Intersection Capacity Utilization (ICU) methodology. For this, KOA used the traffic analysis software known as "Traffix". The ICU analysis provides a comparison of the number of vehicles passing through a signalized intersection during a given hour to the hourly vehicular capacity of that intersection. The ICU calculations assume a per lane capacity of 1,600 vehicles per hour (vph). The results of the ICU analysis are reported using Level of Service (LOS) descriptions ranging from LOS "A" (representing free-flowing conditions) to LOS "F" (representing severely congested conditions) based on the corresponding volume-to-capacity (V/C) ratios shown in Table 1.

Exhibit 2 – Site Plan

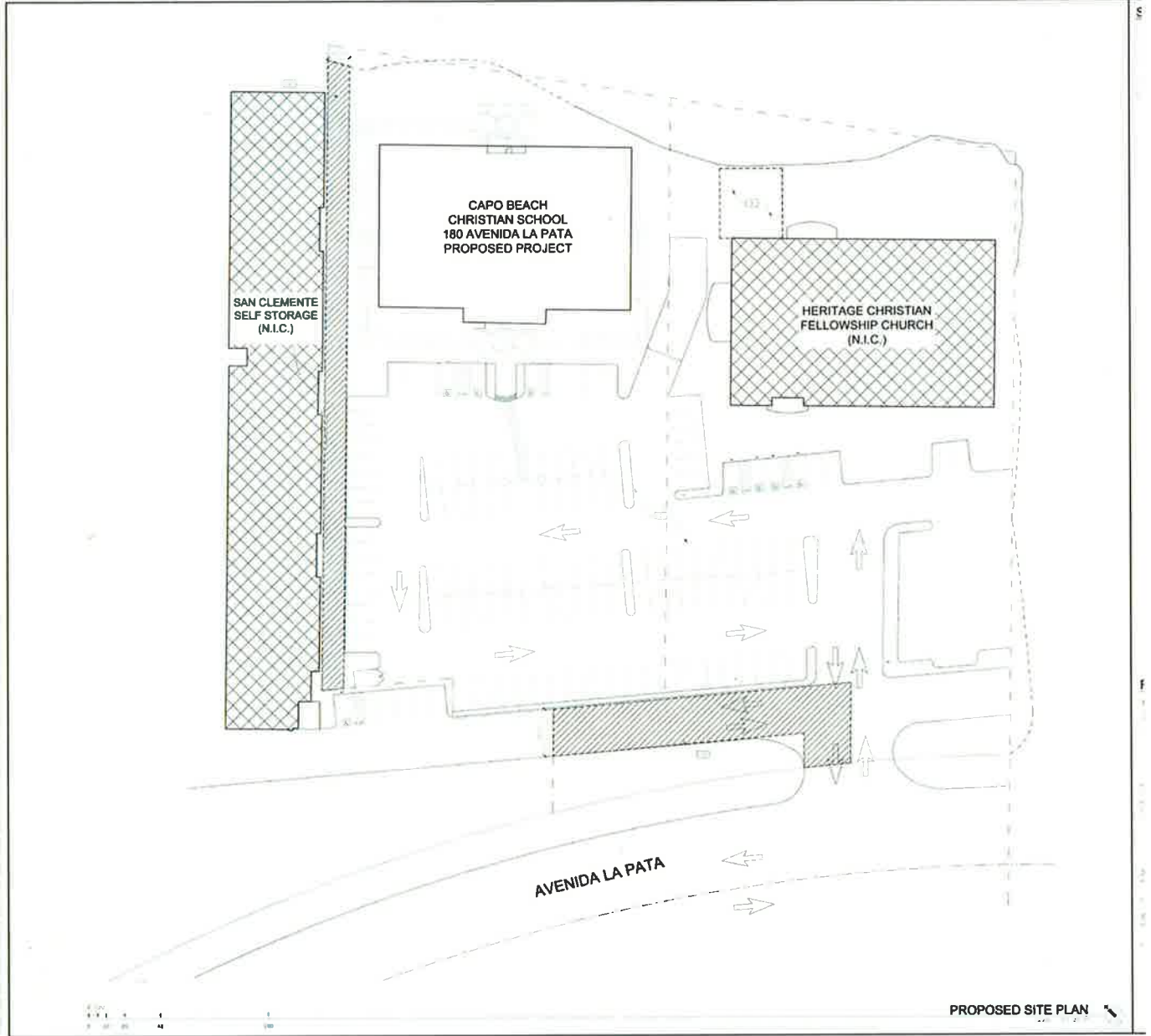


Table I
ICU Based Level of Service Ranges

ICU	LOS
≤ 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E
> 1.00	F

LEVEL OF SERVICE STANDARD

The City of San Clemente has established Level of Service standards for roadways and intersections in the City.

- Using the ICU methodology, the City considers Level of Service D or better (ICU not to exceed .90) to be acceptable for peak hour operations, and LOS E or F to be unacceptable.

SIGNIFICANT IMPACT CRITERIA

A project impact was considered significant under the following conditions:

- ICU values at intersections, with the proposed project, exceed the City of San Clemente and County Growth Management Plan minimum level of service performance standard (LOS D); and,
- ICU values with the proposed project show an increase of more than 0.01 compared to the “without project” scenario ICU values at intersections operating at LOS E or F.

EXISTING TRAFFIC CONDITIONS

Regional Access

Regional access to the project site is provided via the I-5 Freeway (San Diego Freeway), located approximately 2.2 miles to the south west of the project site. The I-5 Freeway is an interstate facility that extends through Orange County, into and through Los Angeles and San Diego Counties. Access from the I-5 Freeway is provided via an interchange with Avenida Pico.

Existing Roadways

Presented below is a brief description of the roadway system providing access to the project site.

Avenida La Pata is a four-lane divided roadway, oriented in an east-west direction. Avenida La Pata provides two eastbound lanes and two westbound lanes, separated by a center median for the majority of the distance between Avenida Pico and to its terminus at Richard T. Steed Memorial Park. Avenida La Pata is designated as a Primary Arterial (four-lane divided roadway) east of Avenida Pico on the City of San Clemente Centennial General Plan. Avenida La Pata provides direct access to the project site via the signalized intersection of Calle Amanecer at Avenida La Pata.

Avenida Pico is a four-lane divided roadway, oriented in a north-south direction. Avenida Pico provides three northbound lanes and three southbound lanes, separated by a raised, landscaped center median. Avenida Pico is

designated as a Major Arterial (6-lane divided roadway) north of the I-5 interchange on the City of San Clemente Centennial General Plan.

EXISTING TRAFFIC VOLUMES

Existing lane configurations and traffic control at the study intersection is shown on Exhibit 3. Traffic count data was collected in June, 2015. The count was taken when school was not in session therefore a seasonal adjustment was applied to the count. After reviewing historical data, it was determined that a seasonal factor of 28% for AM peak hour and 12% for PM peak hour would be applied to the intersection to reflect in school conditions. Existing morning and evening peak hour traffic volumes are shown on Exhibit 4. Copies of the intersection traffic count data sheets are provided in Attachment A.

EXISTING PEAK HOUR LEVEL OF SERVICE

Existing morning and evening peak hour conditions were evaluated using the ICU methodology as previously described.

Existing Peak Hour Conditions

The results of the Existing Conditions analysis using the ICU methodology are summarized on Table 2. Copies of the ICU intersection analysis worksheets are provided in Attachment B. Review of this table shows that all study intersections are currently operating at Level of Service D or better during both peak hours.

**Table 2
Intersection Operation – Existing Conditions**

Intersection	Intersection Control	Peak Hour	Existing	
			ICU	LOS
Avenida La Pata and Calle Amanecer	Signal	AM	.317	A
		PM	.224	A

PROJECT TRAFFIC

Project Trip Generation

The project is expected to generate traffic consistent with ITE 9th Edition for the type of use proposed. This rate has been applied to the maximum number of students proposed for the school. ITE Land Use Category Private School (K-12) (ITE Code 536) was used for the project. Trip generation rates and the resulting trip generation forecasts for the project are summarized on Table 3.

**Table 3
Trip Generation**

Land Use	Intensity	Units	Rate/Trips	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Private School K-12	248	Students	Rate Trips	2.48 615	0.81 201	61% 123	39% 78	0.58 143	42% 60	58% 83

Source: ITE 9th Edition

Exhibit 3 – Geometric Configuration

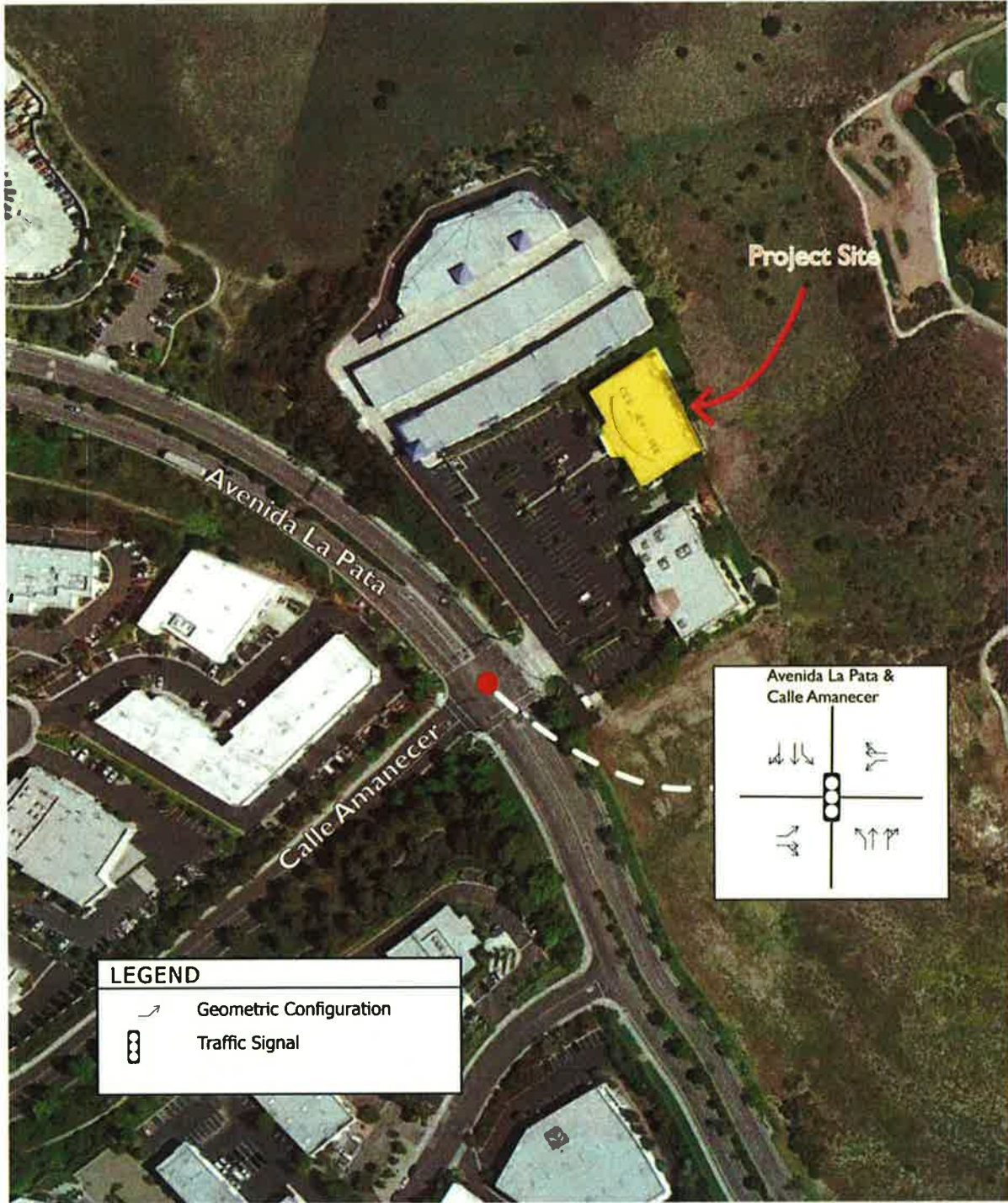
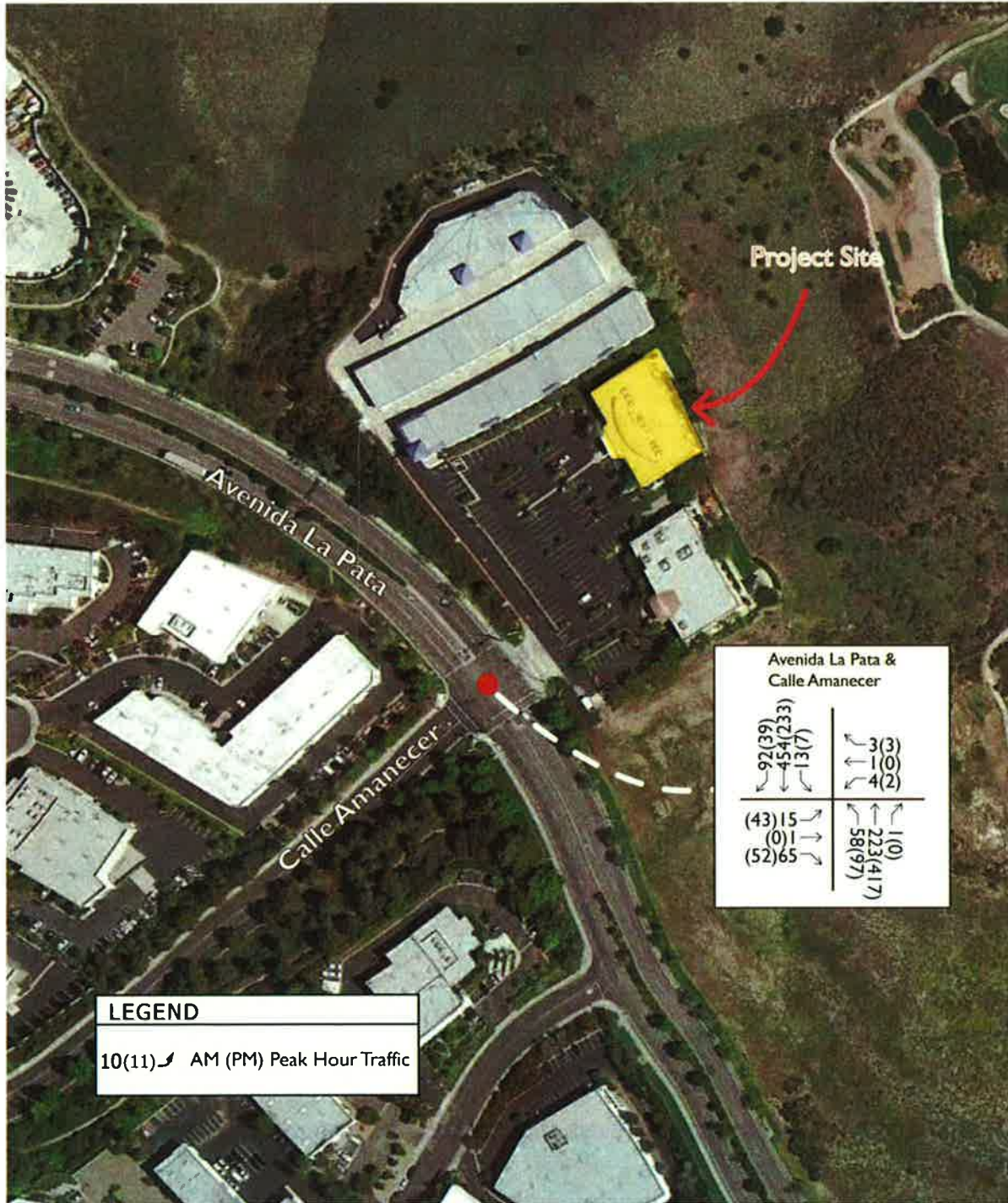


Exhibit 4 – Existing Traffic Volumes



Project Trip Distribution and Assignment

Trip distribution and assignment assumptions for the proposed school project are based on the location of the project, the likely driving patterns parents bring their children to school. The regional distribution was derived from a list of zip codes of the students that will be attending for the 2015-2016 school year in order provide for the most realistic distribution. The list of zip codes is included in the attached materials as Attachment C. Trip distribution assumptions are shown on Exhibit 5. Based on these trip distribution patterns, the project-related peak hour turning movement volumes to be added to the street system by the proposed project were calculated, and are shown on Exhibit 6.

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Existing Plus Project Peak Hour Conditions

Project-related trips were added to Existing traffic volumes to develop Existing Plus Project traffic forecasts. Existing Plus Project peak hour traffic volumes at the study intersection is shown on Exhibit 7.

Existing Plus Project morning and evening peak hour operating conditions were evaluated using the ICU methodology as previously described. The results of the Existing Plus Project peak hour analysis is summarized on Table 4. Review of this table shows that all study intersections are forecasted to operate at an acceptable Level of Service.

Table 4
Intersection Operation – Existing Plus Project Conditions

Intersection	Intersection Control	Peak Hour	Existing		Existing + Project		Change V/C	Signif?
			ICU	LOS	ICU	LOS		
Avenida La Pata and Calle Amanecer	Signal	AM	.317	A	0.369	A	0.052	No
		PM	.224	A	0.385	A	0.161	No

Note; ICU = Intersection Capacity Utilization

EXISTING PLUS PROJECT PLUS CUMULATIVE TRAFFIC CONDITIONS

Forecast volumes for Ultimate Buildout Year 2018 (the year established for maximum occupancy of students for the project) was developed using the traffic "build-up" method. Traffic forecasts for Cumulative (Year 2015) Conditions used the following information:

- Existing Plus Project traffic volumes;
- Avenida La Pata Gap Closure and Camino del Rio Extension Traffic study
 Ambient traffic growth per year to the anticipated Opening Year (Year 2018)

Regional Improvements

La Pata Avenue currently consists of a three-lane road between Ortega Highway and the Prima Deshecha Sanitary Landfill. It provides two southbound (uphill) lanes and one northbound (downhill) lane. The proposed gap closure project will upgrade La Pata Avenue between Ortega Highway and the Prima Deshecha Landfill to four lanes plus a southbound climbing lane. City's current General Plan shows that a new four-lane extension of La Pata Avenue will be constructed through the landfill to the existing intersection of Avenida La Pata and Calle Saluda in San Clemente by 2016. The La Pata Avenue Gap Closure and Camino Del Rio Extension Traffic Study, conducted by Austin-Foust Associates, was reviewed to document the expected growth for the area due to the circulation improvement. The following scenarios were reviewed:

- 2007/2008 Existing ADT Volumes

- 2016 No Project (No SR-241 extension) – Committed Network
- 2016 With Project (No SR-241 extension) – Committed Network

No growth was expected for the northbound leg at Avenida La Pata and Avenida Pico from 2008 to 2016 in the no project scenario. With the project it was forecasted to increase by 12.5 percent. An annual ambient growth rate of 12.5% has been applied to the existing (2015) traffic volumes to develop future peak hour traffic projections for the proposed buildout year of 2018. Ambient Growth traffic volumes were added to Existing Plus Project traffic volumes, to develop Existing Plus Project Plus Cumulative traffic volume forecasts for buildout of the project (Year 2018).

The resulting Existing Plus Project Plus Cumulative peak hour forecast volumes are shown on Exhibit 8.

Existing Plus Project Plus Cumulative Conditions Peak Hour Level of Service

Morning and evening peak hour operating conditions were evaluated for Existing Plus Project Plus Cumulative Conditions using the ICU methodology, as previously described.

Exhibit 5 – Project Trip Distribution

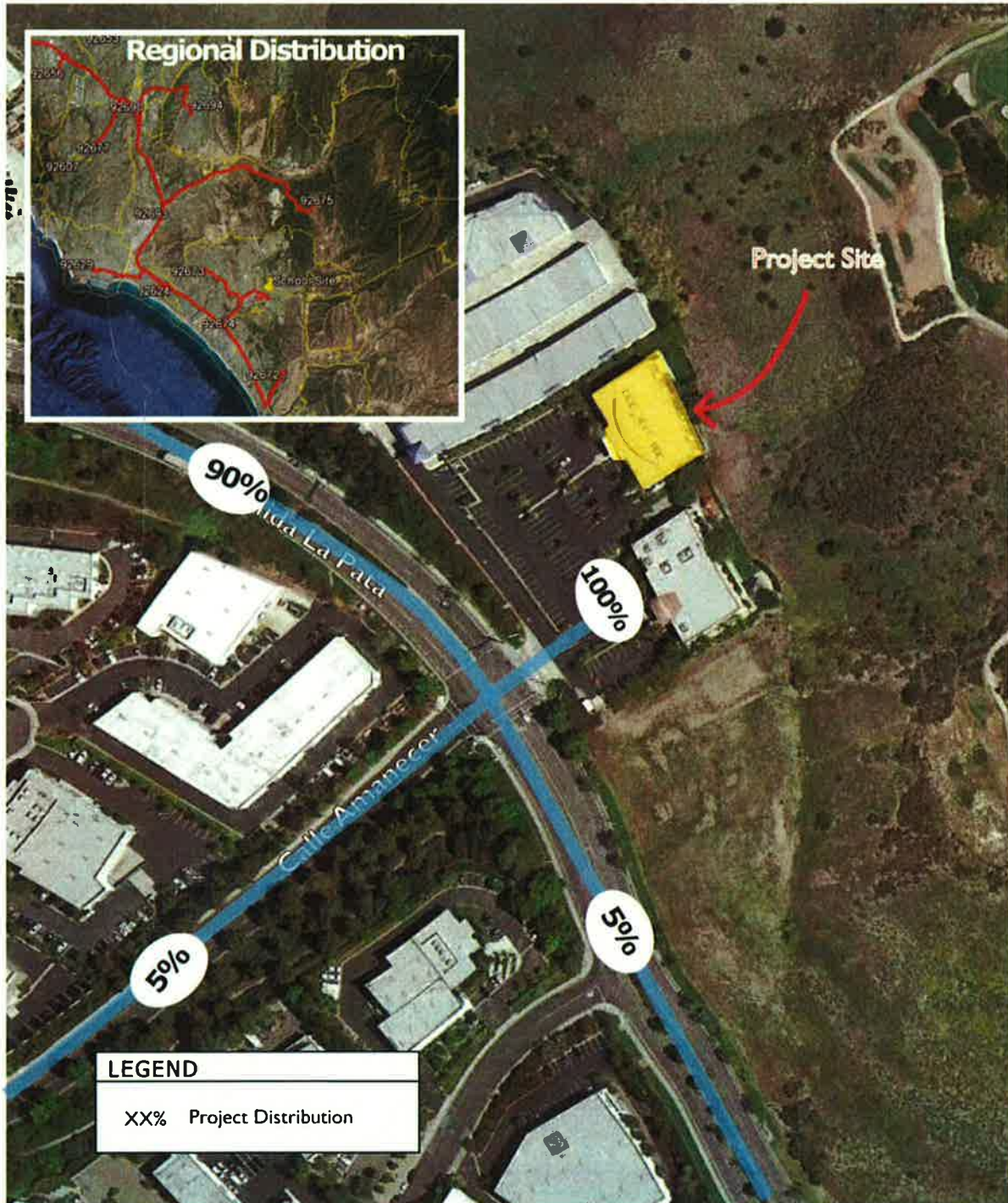


Exhibit 6 – Project Trip Assignment

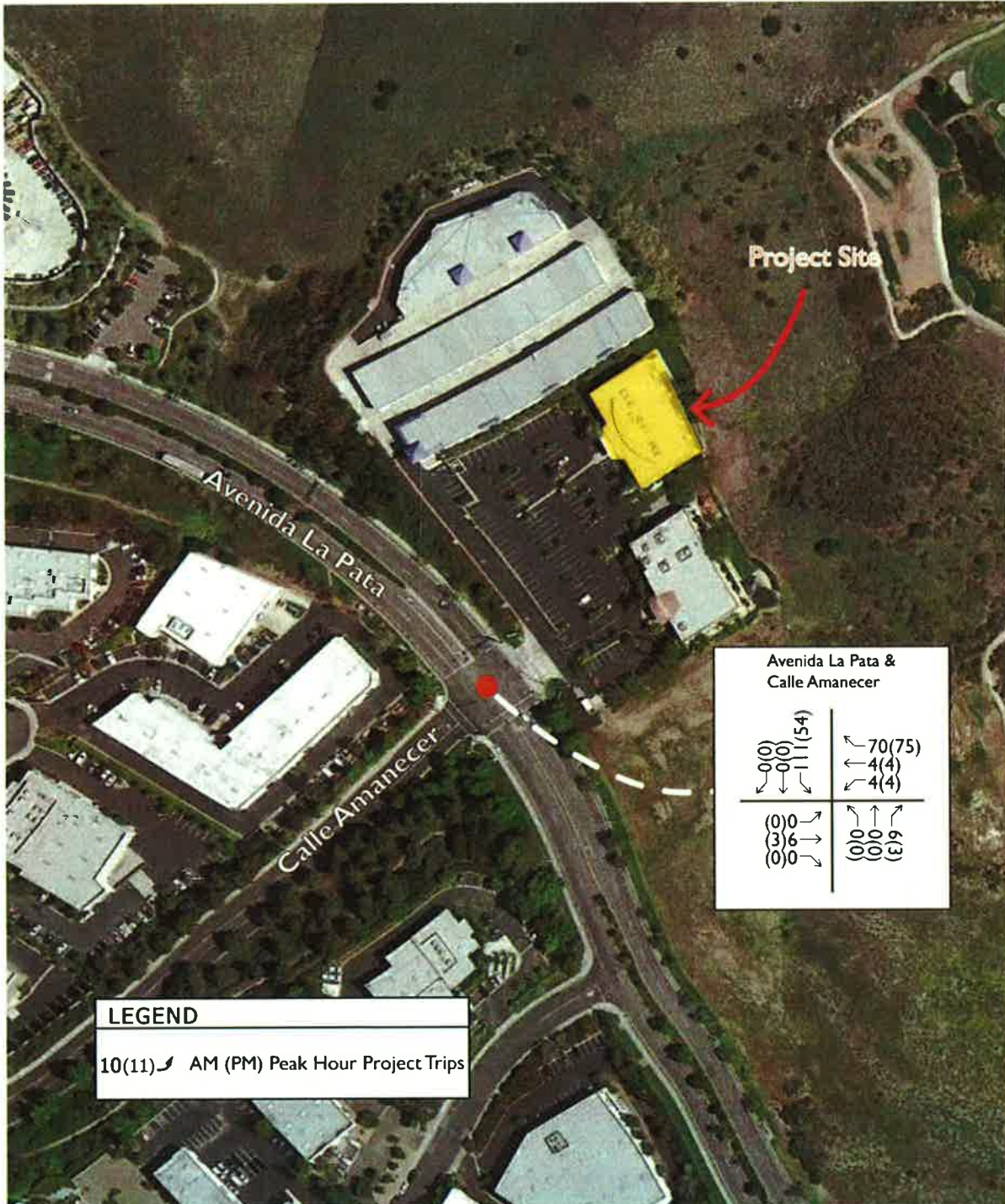


Exhibit 7 – Existing Plus Project Traffic Volumes

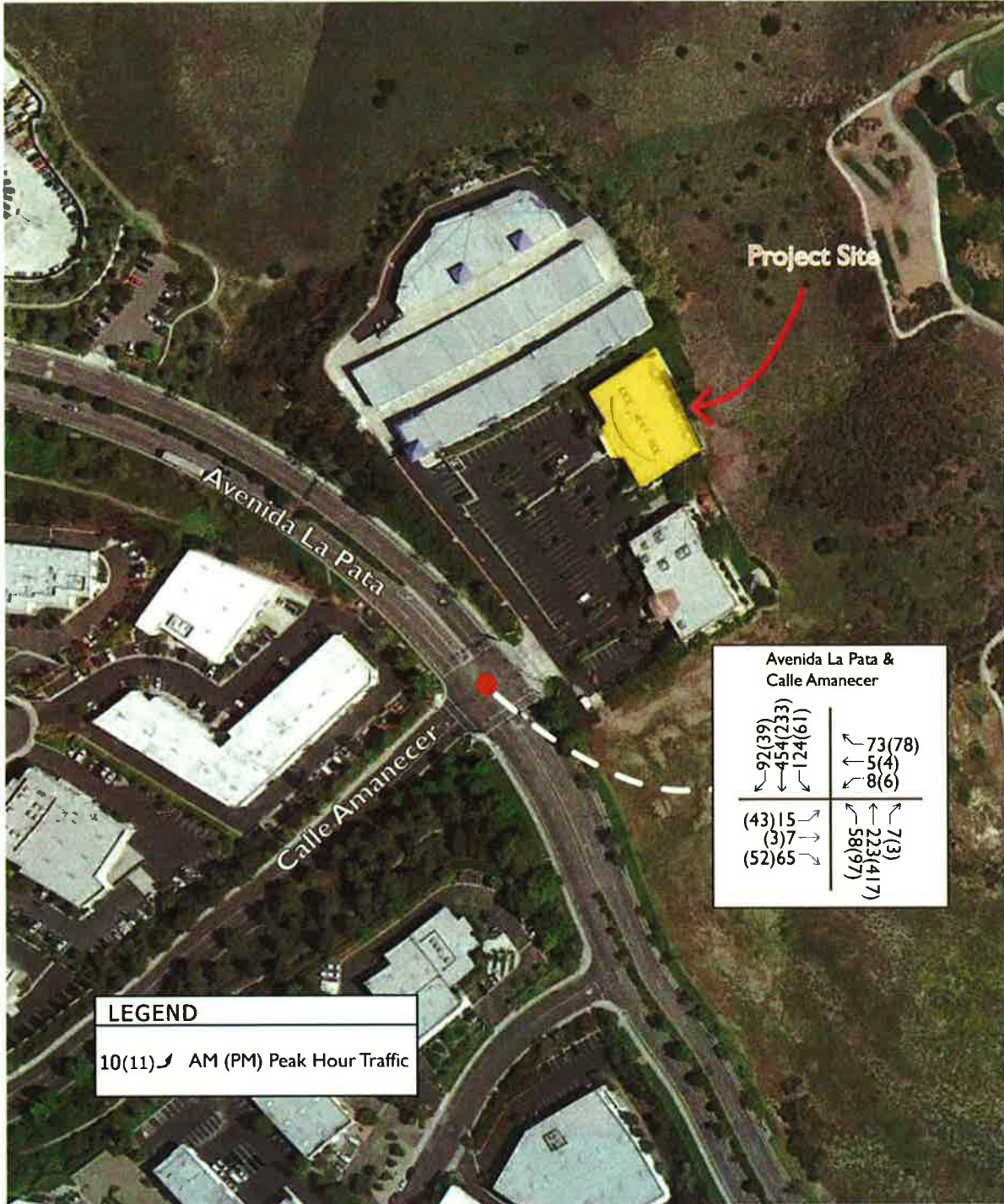
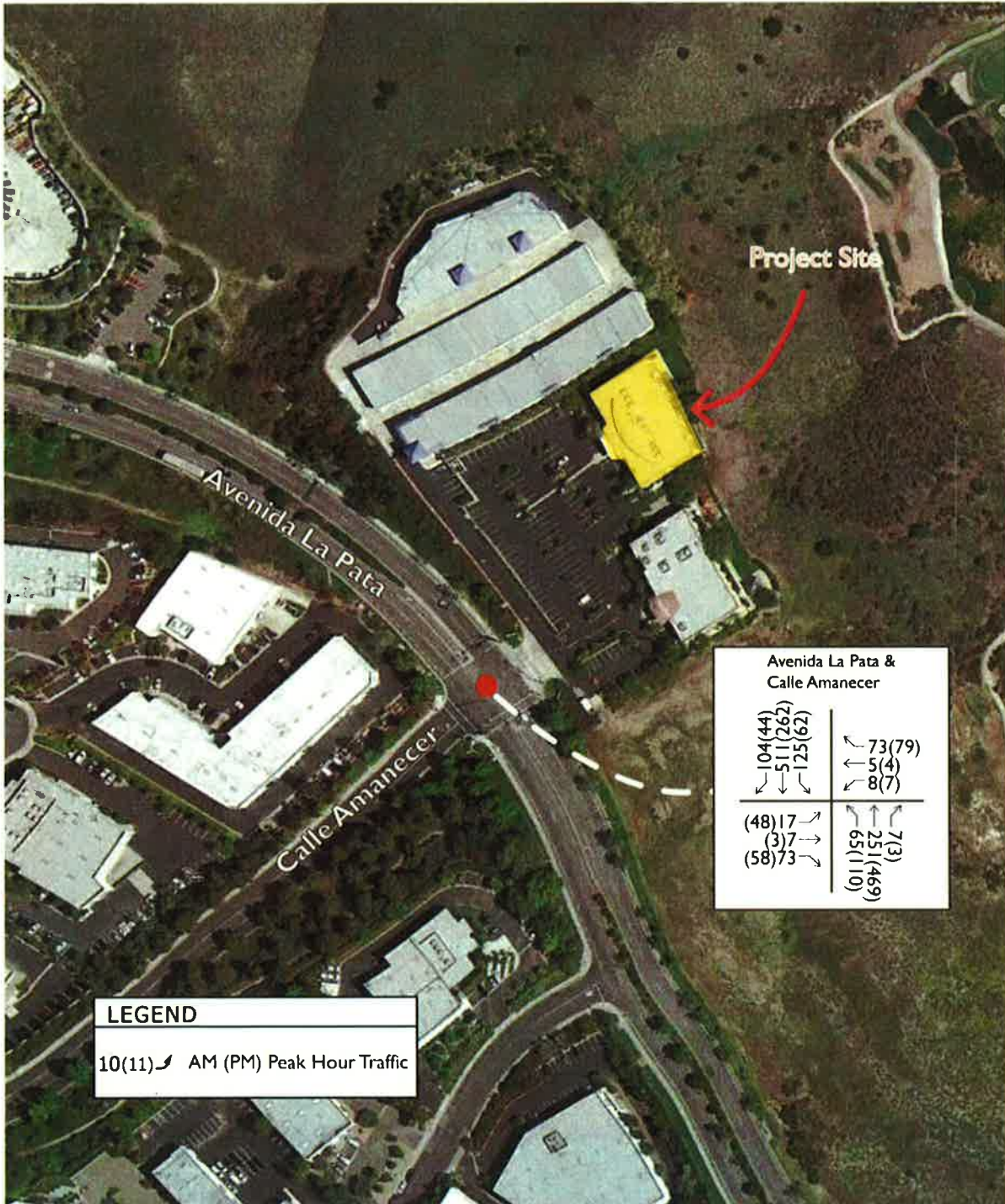


Exhibit 8 – Existing Plus Project Plus Cumulative Traffic Volumes



The Existing Plus Project Plus Cumulative analysis assumes the project buildout year is 2018. This analysis assumed no improvements to the current intersection configurations. The results of the Existing Plus Project Plus Cumulative analysis is summarized on Table 5. Review of this table shows that all study intersections will continue to operate at an acceptable Level of Service during both peak hours. Copies of the ICU intersection analysis worksheets are provided in Attachment D.

Table 5
Intersection Operation – Existing Plus Cumulative Plus Project Conditions

Intersection	Intersection Control	Peak Hour	Existing + Cumulative		Existing + Cumulative + Project		V/C	Signif?
			ICU	LOS	ICU	LOS		
Avenida La Pata and Calle Amanecer	Signal	AM	0.356	A	0.404	A	0.048	No
		PM	0.254	A	0.414	A	0.160	No

Note; ICU = Intersection Capacity Utilization

PROJECT SITE ACCESS, CIRCULATION, AND PARKING

Access and Circulation

Access to the project will be provided via one signalized, full movement entrance on Avenida La Pata off of Calle Amanecer. The project entrance from Avenida La Pata would operate with stop-sign control on the (westbound) approach, and would be un-gated. The entrance would provide one inbound and one outbound lane, and would align with Calle Amanecer.

Circulation through the site would consist primarily of a one-way circulation pattern around the parking islands. Parents would enter the site and continue straight then make an immediately left and continue to the designated drop off pick up zone. This circulation pattern provides students access to and from vehicles directly from the designated area adjacent to the school, reducing the number of pedestrian crossings. Based on the previous conditions this process was usually accomplished in 15 minute increments if the times were staggered by grade level starting at 8:15 a.m. up until 8:45 a.m. for drop off and from 3:30-4:00 p.m. for pickup. The proposed circulation pattern is shown on Exhibit 9.

Site Parking

The parking requirement for the project is based on the City of San Clemente Municipal Code off-street parking code requirements. The City parking codes for school uses and the resulting required parking for the project are summarized on Table 6. Review of this table shows that the project will be required to provide a minimum of 79 parking stalls of which there must be 3 accessible stalls and 1 van accessible stall. The site plan shows that the project will provide 143 parking spaces of which 6 are accessible stalls and 1 will be van accessible. Based on the project site plan, the project parking would be in compliance with the City of San Clemente parking requirements (Section 17.64.05).

Table 6
Summary of Project Parking

Parking Code	Provided
75 Standard Stalls	143 Standard Stalls
3 Vehicle Accessible	6 Vehicle Accessible
1 Van Accessible	1 Van Accessible
Total 79	Total 150

Exhibit 9 – Drop-off / Pick-up Circulation Pattern



ALTERNATIVE TRASPORATION

Bike and Pedestrian Facilities

There is currently a sidewalk and a Class II bicycle lane on both sides of Avenida La Pata along the project frontage. A Class II facility provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Pedestrian call buttons are currently located at the signalized intersections to the north and south of the project site. The proposed project would not result in hazards to pedestrians or bicyclists for the following reasons:

- The proposed project would not generate increased pedestrian activity at the project access point.
- The proposed project would not hinder the existing pedestrian and bicycle facilities along Avenida La Pata.
- The increase in traffic as a result of the proposed project is not significant enough to create hazards to pedestrians and/or bicyclists where such facilities exist in the project study area.

Transit Access

The site is served by one public transit route (191) operated by the Orange County Transportation Authority (OCTA) every day. It also operates one other transit route in the study area route 193 that runs Monday thru Friday.

Route 191 connect Mission Viejo, San Juan Capistrano, and San Clemente and generally runs on a northwest alignment. A transit stop is provided at the Avenida Pico/Avenida La Pata intersection. This route provides 6:00 a.m. to 8:00 p.m. service with headways from 30-45 minutes. Weekend service is also provided on this route with headways of 1-hour.

Route 193 connects many of the local businesses to the San Clemente Metrolink station via Camino de Los Mares / Camino Vera Cruz / Avenida Pico. This route only operates during the weekday and is provided between 6:00 AM and 7:00 PM with 1-hour headways.

ENVIRONMENTAL IMPACTS

Thresholds of Significance In accordance with Appendix G to the CEQA Guidelines, a project would have a significant transportation/traffic impact if it would:

- cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the V/C ratio on roads, or congestion at intersections);
- exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways;
- result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- result in inadequate emergency access;
- result in inadequate parking capacity; or
- conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Due to the nature and scope of the proposed project, implementation of the project would not have the potential to result in a significant impact in the study area. Therefore, no project-related impact would occur with the project development.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

This traffic impact assessment analyzed the potential cumulative traffic impact of the proposed school project along Avenida La Pata off of Camino Amanecer in the City of San Clemente. The project is forecast to generate approximately 615 trips per day, with 201 trips in the a.m. peak hour and 143 trips in the p.m. peak hour.

The proposed project will reach its maximum occupancy of 248 students by 2018. Morning and evening peak hour operating conditions were evaluated using the Traffix software to conduct ICU analysis

Under Existing Conditions, ICU methodology, the study intersection will continue to operate at acceptable Level of Service.

Under Existing Plus Project Conditions, ICU methodology, the study intersection will continue to operate at acceptable Level of Service.

Under Existing Plus Project Plus Cumulative Conditions, ICU methodology, the study intersection will continue to operate at acceptable Level of Service.

The addition of traffic generated by the proposed project does not result in project-related direct and/or cumulative significant impacts to the study intersection.

The project will take access to Avenida La Pata via one unsignalized full-movement driveway.

The project site plan indicates that the on-site parking supply will be in compliance with the City of San Clemente Municipal Code parking code requirements (Section 17.64.05).

The addition of traffic generated by the proposed project does not result in project-related direct and/or cumulative significant impacts to the study intersection.

KOA Corporation recommends that the City of San Clemente find that the traffic impacts of this project would have no adverse effect on the surrounding street system.

If you have any questions and comments regarding this letter, please call me or the project manager Rogelio Pelayo, at (714) 573-0317. Thank you very much.

Sincerely,



Min Zhou, P.E.
Vice President

